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MEMORANDUM

To: Citizen's Advisory Committee

Date: 2 June 2010

From: Bob Dean

Re: Incorporation of CAC comments into *GO TO 2040*

Over the past several months, the CAC has reviewed and commented on draft *GO TO 2040* recommendations. This memo provides a summary of how the CAC comments have been addressed in *GO TO 2040* or otherwise responded to.

The table below lists CAC comments by theme and provides a staff response. Where possible, this refers to a section of *GO TO 2040* where this comment is addressed. All page numbers are based on the current (June 1) version of the plan, available at www.goto2040.org/plandocs. This may change slightly in the June 11 version, so an updated version of this document with current page numbers will be produced at that time. Some comments are not directly addressed in the plan (usually because the comment was not directly related to the plan's text).

CAC COMMENT	STAFF RESPONSE
LAND USE	
Mixed-use development and TODs share common development strategies and TODs can apply to more than transit stations alone (J. Giblin)	The plan defines "transit-supportive land use" in a way that deliberately applies beyond train stations (p. 59). This is also reinforced in the public transit chapter (p. 207).
More attention should be given to activities CMAP does with planners because building social networks is crucial to what this agency does. (H. Solomon)	Working with local planners is part of the plan's recommendation for intergovernmental collaboration, and is directed to both CMAP and its nonprofit partner agencies (p. 59, 64).
Downtowns may need codes to encourage local businesses, such as zoning and financial incentives. (A. Mellis)	Developing model ordinances of various sorts –for economic development, energy conservation, or many other purposes – is part of the technical and financial assistance recommended in the plan (p.

	55-58, 61-62).
The state of Illinois is broke and dysfunctional so the most useful thing to do is build relationships with mayors and municipalities. If there is a way to make suggestions on making local changes on the cheap, these should be included in the plan. (R. Munson)	This recommendation is designed to support and provide assistance to local governments. It includes technical and financial assistance to support local planning and updates to ordinances (p. 55-58, 61-62). It also indicates that the reinvestment-focused growth patterns recommended in the plan are expected to reduce municipal costs (p. 47, 66).
There should be a scorecard of accountability to hold communities accountable and highlight those that stand out for achieving regional goals. (H. Solomon)	This is not among the plan's recommendations.
RESOURCE CONSERVATION	
Initiatives like the Willis Tower retrofit are great and it would be great to share this type of information in a 'Wacker Manual' type of publication with schools in the region (A. Mellis)	This is a good idea and can be addressed as part of communication activities to promote the plan.
CMAP needs to be sure to share all available information with all of the communities in the region, even the ones that do not have resources (A. Powell)	Technical and financial assistance described in this section and for land use and housing will include assistance for communities without the resources to have large planning staffs. In fact, it is likely that much of CMAP's technical assistance will be targeted to communities without the resources to prepare plans or ordinance changes themselves (p. 56). It is important that CMAP's work build capacity in local governments (p. 58).
As of today, new constructions do not have to be licensed so an educational component is crucial to see the impact of site creations. There are also third-party retrofitting parties available for homeowners to afford advanced technologies. Lastly, homeowners grants and funding are increasing so green permitting is crucial. (J. Moreno)	Supporting retrofits (through the Retrofit Ramp-Up Program, but also beyond this) is a major part of this recommendation (p. 85-86, 95). Green permitting programs by local governments are also discussed and supported (p. 85).
There need to be discussions on roles and concepts in the section about the economy to see how to reduce consumption. Setting a target may help guide consumption changes in our region. (B. Balling)	A target has been set for greenhouse gas emissions (p. 83). This differentiates between what can be achieved through the local and regional actions in the plan (such as energy conservation, less auto travel, etc), versus reductions that require technological change or federal regulatory action (such as cleaner energy or more efficient vehicles). This helps to show how the region's actions can contribute to, but not independently achieve, greenhouse gas reduction goals.
How will CMAP address types of energy and goals (for example, coal, nuclear, etc.)? (A. Mellis)	The recommendation focuses on actions that the region and its local governments can take, as well as small-scale distributed generation (p. 86-87, 94). Broader energy support goals will typically be federal or state responsibilities. The plan supports

	larger federal actions to address energy and climate change but gives less specific implementation actions for these (p. 99).
Come out with a model for cities and counties for energy and water conservation (S. Todd)	Preparation of model ordinances is a recommendation of this section (p. 96, also mentioned on p. 62).
Is CMAP addressing when communities want access to Lake Michigan water? (S. Lazarra)	Shifts from groundwater to other water sources are supported by the plan (p. 92-93).
Will a water recharge system model be available? Nothing in the plan provides a visionary or pilot project to see if we can do something innovative with respect to water. Also, resource conservation should focus on oil net hydrocarbon usage. The shift will be to electrical use so have we looked sufficiently into energy distribution systems from other areas of the nation? (A. Solomon)	The plan recommends a regional study to identify sensitive aquifer recharge areas (p. 91, 96). The plan makes a variety of other water conservation recommendations (p. 88-94). The focus of the recommendations in this section is on energy and water conservation, and energy infrastructure has not been fully studied.
It will be important to include faith-based groups in the outreach and educational efforts (V. Kyle)	A variety of groups will be targeted for outreach during the summer and after the plan's completion. The CAC's continued help with this is appreciated.
One major hook for all mayors in our region is to say this plan will address flooding issues (R. Munson).	Flooding is discussed within the plan's recommendations for stormwater management (p. 79-81, 91-92, 96-97). It is also noted among the challenges facing the region in the "challenges and opportunities" chapter early in the plan (p. 33, 35).
Resource conservation should also consider deconstructions and retrofitting; demolitions are not the only option that should be encouraged and could also promote green jobs in our region (V. Kyle)	As noted above, supporting retrofits is a major part of this recommendation (p. 83-84, 93). Deconstruction is not discussed at length but is noted as a supportive action that municipalities can take (p. 379).
There are several local efforts promoting water conservation and there are good models to consider in advancing sustainable efforts. (B. Balling)	Some examples of best practices in water conservation are noted in several places in the "Context and Best Practices" chapter of the plan (p. 365, 378-379). More examples can be placed online, so CAC members with additional ideas for case studies are encouraged to provide them to staff.
OPEN SPACE	
Farmland preservation should be included in the scenario and staff should be cautious about how "farmland preservation" is classified in terms of land use. (H. Solomon, S. Todd)	Farmland preservation is discussed in the section of the plan focusing on local food (p. 131-148). There are opportunities for linking agriculture and open space (115, 120, 129) but it should be noted that agriculture is not considered "open space" in the plan.
The definition of "open space" needs to be clear. (S. Todd)	There are several types of open space discussed in this recommendation, each of which is described separately (p. 107-109).
Aspects of "healthy living" should be included in the scenario. (H. Solomon)	Health impacts are discussed as one of the potential benefits of open space increases (p. 106).
Be careful to avoid claiming that access to open	The language concerning the benefits of open space

space will improve certain public health issues; it can improve issues but is not guaranteed. (A. Tokars)	states: “While establishing additional parks only provides an opportunity to engage in recreational activities and does not assure a positive health outcome, parks are indeed associated with improved public health.” (p. 106). There are a number of studies cited that do draw a positive link, but it is true that this is not a guarantee of improved health.
Explore funding mechanisms for land acquisition beyond the county level. (A. Mellis, R. Munson)	This section includes a description of costs and financing that explains the funding needed to implement the land acquisition recommendations (p. 124-130). While forest preserve and conservation districts remain a major funding source, they are not the only one; private land trusts and the preservation of land through conservation design are also expected to be major contributors.
CMAP policy recommendation would prioritize land acquisition based on its natural resource value, access for recreation and connections to other parks and greenways; this is similar to the uses outlined in the “Greenways and Trails Plan.” (A. Mellis)	This is correct; the three focuses (access for recreation, preservation of natural areas, and connections) are stated in the overview (p. 104-105) and reinforced throughout.
Land acquisition proposals and plans should be complemented with financial plans. (B. Balling)	Agreed; see the costs and financing section (p. 124-130).
LOCAL FOOD (DRAFT)	
Some main concerns include: 1) conflict with other CMAP purpose—we do not have Illinois food on the table because of ethanol created by corn and soy beans. CMAP is also promoting alternative fuels so this needs to be addressed. 2) where do communities put local farmers’ markets? You need space, security, parking. 3) Also, about food stores in underserved areas—these are private stores and there are not in those areas for a reason. (J. Giblin)	These concerns can be discussed further at the June meeting. Overall: 1) ethanol production is not directly addressed in the plan, but production of ethanol does not preclude local food efforts; 2) placement of farmers’ markets is a local issue which many communities have successfully addressed; 3) programs in other states demonstrate that initial public financing can remove a barrier to locating grocery stores in low-income communities (p. 141).
Is there an agency to lead this effort? (J. Hill)	Not really, and that is one of the recommendations of this section (p. 142, 147). It is recommended to be a nonprofit organization funded by philanthropic groups; this could be an expansion of the efforts of an existing group rather than an entirely new one.
We hear about turning a community around by bringing in a food store but that is a land use issue. And why don’t supermarkets go into those communities? The economic model is not supported. Also, if we have to protect farmland, is the whole idea of community garden a drop in the bucket? (A. Mellis)	As noted above, programs in other states demonstrate that initial public financing can remove a barrier to locating grocery stores in low-income communities (p. 141). Both urban agriculture, including community gardens, and farmland preservation are addressed, but are approached through different methods (p. 139-140).

These recommendations are misguided and just scratching the surface. For example, Walmart could address food deserts in some communities but food promoters do not like Walmart because how they drive prices down require mass farming, which many think is bad for the environment. (J. Giblin)	Walmart is not addressed in the plan.
There are areas throughout the country that have pursued state funding opportunities. Is there an effort at the state level to coordinate efforts? (A. Alexander)	The state has begun to address local food issues, including financing to mitigate food deserts (p. 141, 146). However, while legislation was passed, funding has not been allocated.
This seems so redundant because aren't there Illinois extension programs that already do this? (S. Todd)	University extension programs play a role, particularly in farmer training and other technical assistance, and are recommended to continue to do so (p. 143, 147). However, there are many recommended actions beyond what extension programs do.
TRANSPORTATION FINANCE	
Transportation and land use policy need to be integrated to equitably address issues of transportation finance. (R. Munson, A. Alexander)	The integration of land use and transportation is addressed most directly in the land use and housing (p. 44-68) and public transit (196-216) recommendations.
Transportation priorities should be based on predetermined ratios that provide increased funding for public transportation versus road investments. (A. Mellis)	The plan's recommendation is to replace arbitrary formulas with better evaluation of different investment options, including use of performance criteria (164-165).
Congestion management is an important consideration in transit finance and congestion pricing should fund public transit. (H. Solomon)	Implementing congestion pricing and using some of its revenues to support nearby transit is an important part of the transportation finance recommendation (p. 166-167, 175, 207, 210).
Any new transportation corridors should include both highway and transit options. (H. Solomon)	Multimodal corridors, "managed lanes" which could include transit, and the overall incorporation of transit into roadway projects are major features of the recommended major capital projects (p. 182-192).
PUBLIC TRANSPORTATION	
Integrating service and interconnectivity of fares on the CTA, Metra and Pace systems should be considered to address transit investment. (A. Mellis)	Creating a seamless transit experience, including pursuing fare coordination, is recommended specifically (p. 204).
The current state of the region's public transportation system fails to address suburb-to-suburb mobility and reverse commuting, both opportunities for the <i>GO TO 2040</i> plan. (J. Giblin)	Both reverse commuting and intersuburban travel face the "last mile" problem, or the difficulty faced by transit passengers in getting from a transit stop in a lower-density area to a final destination. This can be addressed through circulator transit services, improved walkability, nearby land use planning, and other strategies (p. 204-205, 207-208).
A target number should be set to increase the number of public transit commuters, including tracking the number of people who could access their jobs using public transit. (B. Baltutis, J.	The plan sets a target of 4 million weekday transit riders in 2040 (p. 202).

Giblin)	
It is important to focus on increasing public transportation ridership and not the cost of fares. (A. Mellis)	See above answer.
It will be important to work with local and county governments to anticipate the regional impacts of planning and zoning decisions. (S. Lazzara, S. Todd)	Working with local governments is a central part of the public transit recommendation, as they have an important role to play in providing supporting infrastructure and planning for nearby land use (p. 207-208, 213-214).
High speed rail should be considered and integrated into the regional service plans. (A. Mellis)	High speed rail is a part of this recommendation, and nearby planning for land use and regional transit service to support it is recommended (p. 206, 212).
There should be a strong public participation component (at the RTA level) for the prioritization of public transportation projects. (R. Munson)	Careful prioritization of transit projects is recommended, focusing mostly on maintenance and modernization of the existing system (p. 211-212). Public participation is not explicitly mentioned in the plan but should be part of every public decision.
The public transportation governance structure should be improved. (B. Balling)	The plan recommends a stronger financial oversight role for RTA, in light of the financial problems of the transit system (p. 207, 210). However, dramatic changes in governance are not recommended.
Public transportation is important in all areas throughout the region and should be equitable; it is also important to compare to other countries. (A. Tokars)	The overall purpose of the public transit recommendation is to create a system of choice, which attracts even riders with other options (p. 196). It recognizes that many places across the region can support transit and recommends cost-effective means to do so (p. 203-205, 211-212).
FREIGHT	
The weight limit for trucks on Illinois roadways has been increased to 80,000 pounds. This will increase wear and tear on some bridges. Roadway jurisdictions need to post new weight limits on some bridges. Road capacity is a concern. (S. Lazzara)	Roadway improvements to support truck traffic are recommended (p. 228).
This area is constantly talked about as a bottleneck; is there a way to improve this so freight is not discouraged? (A. Mellis)	This is one of the main overall purposes of the freight recommendation – it is meant to improve freight flow while also mitigating community impacts.
CREATE serves as an innovative solution to a problem where they got people together at a table to address rail freight issues. CREATE's public-private partnership should be a model for addressing other freight issues. A process needs to be established to address truck traffic problems. (R. Munson)	CREATE is included in the plan as a high priority, as it is a best practice for public-private partnerships (p. 225-226, 233, also on 192-193). Truck issues are also very important and both infrastructure and policy changes are recommended (p. 228-229, 234).
In terms of land use, there is no mention of taking trucking into account. This is an important	The complex relationship between land use and freight is discussed in the current conditions part of

consideration in terms of the impact on land use and how it relates to trucking facilities. Will this be included under freight? (S. Bauer)	the freight section, with a focus on both its positive economic impacts and potential negative quality-of-life impacts (p. 222-223). As the plan does not make specific land use recommendations, it addresses these through the infrastructure and policy recommendations that come later.
There is a missed opportunity here to create a more robust and dynamic change. For example, trucks are often restricted to operation according to the time of day, whereas facilitating off-peak trucking operations would reduce regional congestion and reduce shipping costs for businesses, improving our economic competitiveness. Also, there is a weak response to grade crossing delay; a paradigm shift is required to address such delay. If CMAP will not take the lead, who will? (J. Giblin)	Reconsidering delivery time restrictions is recommended (p. 228-229, 234). Grade crossing delay is recognized as a major problem, and reducing it is one the plan's major goals related to freight (p. 224). In terms of leadership, CMAP is not an implementing agency and cannot address many freight-related issues by itself. The plan does recommend the exploration of a regional freight authority that would have the ability to take a more active approach to these issues (p. 229-230, 235).
There were concerns about water freight. What happens if the Chicago Area Waterway System is closed to shipping? Is intermodal water freight not a consideration? (S. Meyer and G. Bilotto)	Water and air freight are discussed in the plan but carry a much lower share than rail and truck (p. 221-222).
EDUCATION AND WORKFORCE DEVELOPMENT (DRAFT)	
Further clarification is needed on grassroots efforts and what "support" really means (A. Alexander).	The plan supports the work of current organizations and does not identify a lead role for CMAP beyond data and research (p. 255-257).
How will school readiness be measured and what should be done to improve school readiness? Is it addressing the needs of parents? Support for reading programs? It is important to include a section about measuring school readiness to address it and how these measures can be increased. Also, how is "success" measured in the school system? There's no one that is happy with the education system in the state and one issue that is not addressed is the inequity of school funding. (A. Mellis)	Developing a good measure of school readiness is among the plan's recommendations (p. 251, 256). Education funding is described in the plan (p. 244) but it does not make specific recommendations for education policy beyond the need for better data.
How is the Workforce Investment Act (WIA) considered?	WIA is the single largest public funder for workforce development and it is recommended that the federal government make WIA funds more flexible in their use (p. 245-247, 252, 257).
Everything provided today is qualitative but what is the measurement for improvement? What are standards? (B. Baltutis)	A key recommendation of the plan relates to the need for better data (p. 250-252).
What is the role of CMAP in education and workforce development? We already have all these other regional and statewide systems and the CMAP recommendations are pretty general. The work feels duplicative and these issues are different issues that transportation and land use. Who will listen to CMAP [on these issues]? (C.	The purpose of addressing education is to recognize the importance of this issue to our region's future but not to make specific recommendations. CMAP is actively working with workforce development organizations and funders and makes more specific recommendations in these areas.

Sobek and B. Baltutis)	
[Education and workforce development] should perhaps be integrated into other areas in the plan with more status like transportation and land use. (A. Mellis)	See above response.
ECONOMIC INNOVATION	
The Illinois Board of Higher Education recently created a revised agenda and blueprint for higher education to ensure the transfer of research to technology. Also on sustainability, the Illinois Community College Sustainability Network is linking college throughout the state on this initiative; there are 39 college districts to support green innovation and can be linked to this effort. (C. Sobek)	This is a good example of innovative work that CMAP will explore further.
There will be a temptation to show we created new green jobs as it relates to stimulus funding, but we need to be sure it will not be at the cost of existing jobs. We have to make sure we are not the source of others losing their jobs. (A. Tokars)	This is a relevant point but not addressed directly in the plan.
Can any of these initiatives be done without government intervention? Are there hidden costs that could require additional government assistance down the line? (P. Logan)	The economic innovation recommendation takes a limited approach to public sector involvement, including small-scale financing of startups (p. 272-273, 278). The plan does not recommend a large government role in “creating” innovation.
TAX POLICY	
We support the strategy of creating a task force as recommended by CMAP. (B. Balling)	No changes required to plan.
Additional comments will be submitted to the Board after the task force provides additional information. (H. Solomon, J. Hill)	No changes required to plan.
ACCESS TO INFORMATION	
Working with local governments will be important, in addition to the meaning of the tools. Outreach will be important to make this information available. (P. Logan)	The plan recommends that CMAP provide direct technical assistance to communities to help them with the difficulties of making information available online (p. 308, 311).
There may be issues with communities collecting data as it may affect annexations—there is concern about collection of ‘sensitive’ data. (H. Solomon)	There are a variety of barriers facing the real-time sharing of data, and the plan does not recommend sharing data sources that compromise security or privacy. However, most other concerns can be dealt with proactively (p. 306).
The Freedom of Information Act may complicate what an individual organization considers ‘personal’ and what the government considers ‘personal.’ This may be an issue to consider with FOIA. (A. Tokars)	See above answer.
The CAC would like to serve as testers for this project (H. Solomon)	These comments relate to the function of the indicators website more than the plan text.
Although this site is meant to be user-friendly, it should not be unusable by those who do know the	

jargon and technical-speak. (J. Hill)	
Make CMAP the portal in order to get to this feature. Also provide information on which data sets are not available. (A. Mellis)	
Ensure that people cannot change excel or PDF files. (A. Powell).	
CMAP needs to make sure the public is aware of the data available and to make it useable. (A. Mellis)	
CMAP should consider partnering with planning programs from area universities for additional ideas on how to standardize data and visualization mechanisms. (H. Solomon)	
It will be important to allow communities to customize the data. (A. Powell)	
The current CMAP website does not currently allow data customization. (P. Logan)	
COORDINATED INVESTMENT	
CMAP should entertain joint planning agreements and indicate how it can work with municipalities to identify funding opportunities to use as future models for the rest of the region. This could also be used to prove how collaboration can reduce costs and create positive attention. (R. Munson)	The plan recommends that CMAP play an increasing role in organizing the region's response to federal and state funding opportunities, as was done for the successful application for the Regional Retrofit Ramp-Up Program (p. 319, 323). The plan also recommends collaboration between local governments, with CMAP's support, as part of the land use and housing recommendation (p. 59, 64).
There is already a lot of conversation about this and the cost model of services could be the driving force. There are currently some programs and initiatives already underway throughout the region. (B. Balling)	This is true, and some of these examples are referenced in the plan's recommendations on this issue (p. 320-321). The plan recommends a leadership role by COGs and Counties in addressing consolidation issues.
This is an admirable effort but local government is best left alone. (S. Todd)	This issue was included in the plan at the suggestion of local governments.
There are current cases of shared services, including MIPAS and ILIAS police; information will be made available to CMAP staff. (R. McDonnell)	These are good case studies and can be used as further examples in the plan.
Some areas are already developed and this may require construction at the lower level to improve roads and corridors. I would like to see more coordination between land use and transportation as this could be more useful at the lower levels. (B. Baltutis)	Intergovernmental planning by local governments is recognized as an effective way to solve problems that are larger than single municipalities but not as large as the entire region. Coordinating planning for transportation, land use, and housing is a good example of an issue that can be effectively addressed through a collaborative approach by local governments (p. 59, 64, 377).